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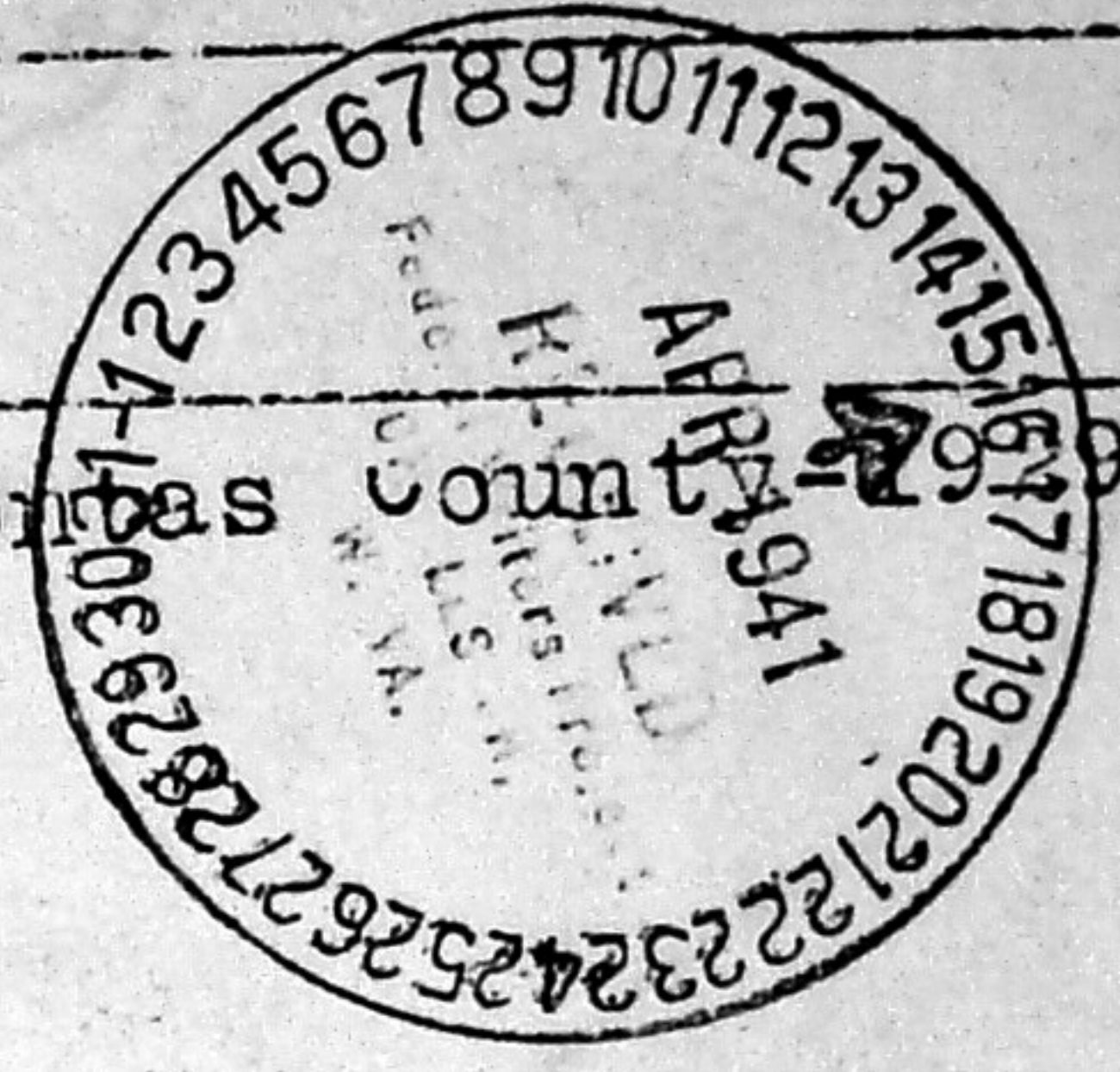
* West Virginia Geological Survey - Pocahontas County

Court records

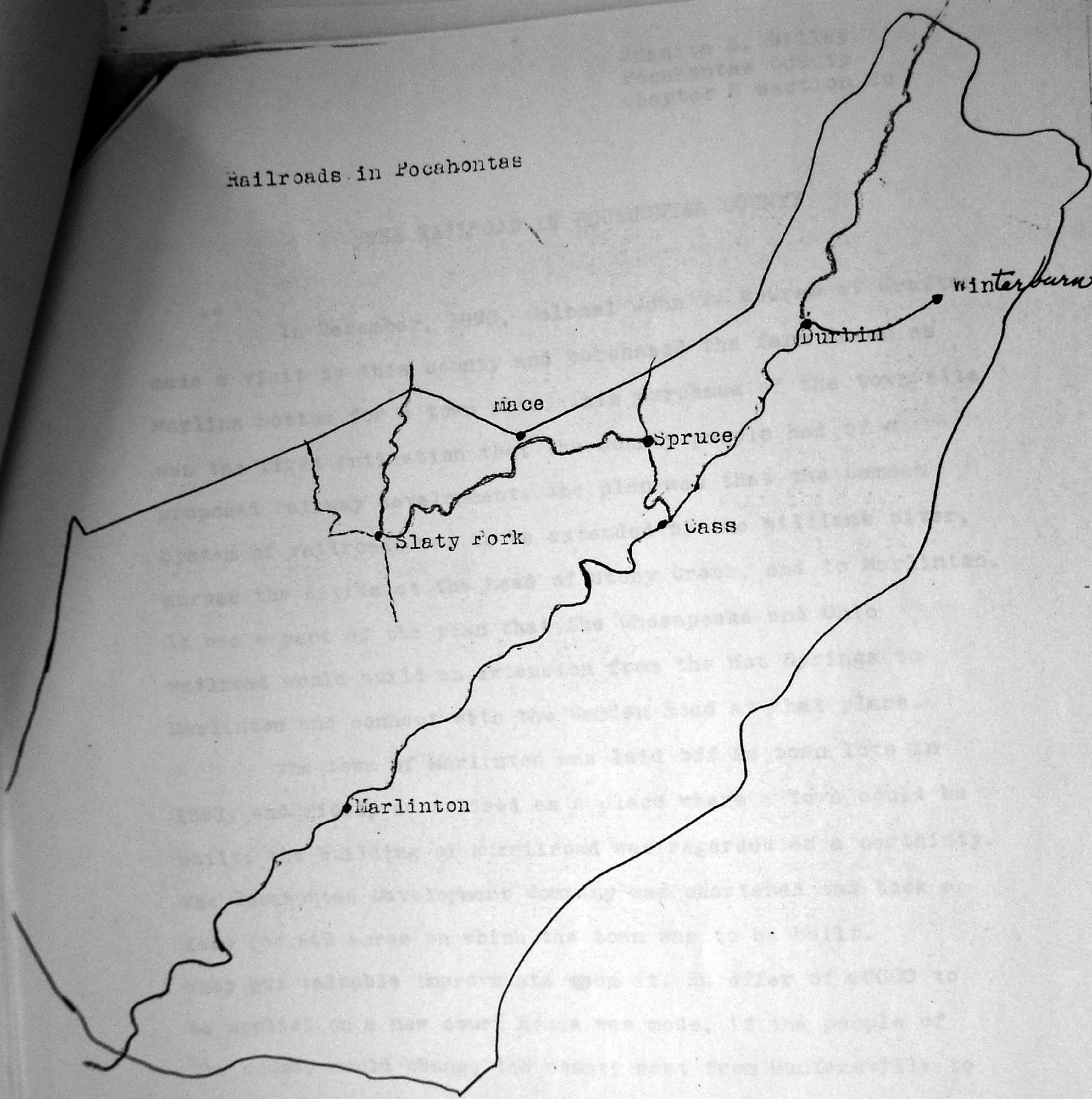
Pocahontas Times--1918

Mrs. P. R. Eades, Durbin, W. Va.

** History of Pocahontas--W. T. Price



Railroads in Pocahontas



- Chesapeake and Ohio Railroad
- Western Maryland Railroad
- West Virginia Pulp and Paper Co. Railroad

THE RAILROAD IN POCAHONTAS COUNTY

** In December, 1890, Colonel John T. McGraw of Grafton made a visit to this county and purchased the farm known as Marlins Bottom for a town site. This purchase of the town site was the first intimation that the county people had of a proposed railway development. The plan was that the Camden System of railroads was to be extended up the Williams River, across the divide at the head of Stony Creek, and to Marlinton. It was a part of the plan that the Chesapeake and Ohio railroad would build an extension from the Hot Springs to Marlinton and connect with the Camden Road at that place.

The town of Marlinton was laid off in town lots in 1891, and widely advertised as a place where a town could be built. The building of a railroad was regarded as a certainty. The Pocahontas Development Company was chartered and took a deed for 640 acres on which the town was to be built. They put valuable improvements on it. An offer of \$5000 to be applied on a new court house was made, if the people of the county would change the county seat from Huntersville to Marlinton. The election held in the fall of 1891 gave the county seat to Marlinton, which at that time had a population of one hundred people.

The railroad was not built at that time because of a money panic which came to the county. Colonel McGraw who had invested largely in lands at Durbin and elsewhere in the county never ceased to try to interest capitalists in this county and to try to develop it with a railroad.

his attention was called to the natural grade for a railroad up Greenbrier River, so he had a survey made from Roncevert to Marlinton at a cost of \$10,000. and it was on this location that the railroad was afterwards built.

The Greenbrier Division of the Chesapeake and Ohio Railway was begun in 1899. It is a branch of the main line at Whitcomb, Greenbrier County, and extends northward across this county into Pocahontas county, following the Greenbrier River to its northern termination at Winterburn Station (Thornwood P. O.) At Durbin it connects with the Western Maryland Railway. It was completed to Marlinton in 1900. The arrival of the first train to that place in that same year was made a public ceremony. Some thousands gathered here and barbecued beef and had a celebration. That night when they returned to Roncevert, they told that when the train got to Marlinton that the great crowd gathered around the locomotive and that ^{when} the engineer requested them to give him room to turn around they cleared a space of some acres. This of course was only a localized anecdote.

* " The track was completed to Cass in 1901, to Durbin in 1902, and to Winterburn in 1905. The completion of this railroad marked a new era in the prosperity of Pocahontas county, and has continued to be one of the most valuable assets in the county.

In reply to an inquiry regarding its construction, first operation, and track mileage, the late G. B. Wall, Vice-President, supplied the following summary: